

## INFORMATION REPORT

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SUBJECT 1. City Plan of Pyatigorsk  
2. Industries and Transportation in the North Caucasus

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City of Pyatigorsk

1. Following is an explanation of the town plan of Pyatigorsk (Attachment A):

- No. 1 Railroad station of Pyatigorsk. There are four parallel tracks here. The hydro-electric plant which supplies the current for the electric trains is located in the village of Baksan. These trains run from the city of Mineralnye Vody to the terminal at Kislovodsk, 61 kilometers distant. A train goes through the railroad station of Pyatigorsk approximately every 20 minutes. Each train usually has from four to six cars. The price of a ticket from Mineralnye Vody to Pyatigorsk is four rubles and from Pyatigorsk to Kislovodsk is seven rubles.
- No. 2 Railroad track, which, up to the time the Germans arrived, was double, but ever since their departure has been single. The rails were removed by the Germans and used elsewhere.
- No. 3 Railroad station square, paved with asphalt
- No. 4 A square in which black market activities take place
- No. 5 Culture Park
- No. 6 A small city garden, now being used as a hot house for flowers
- No. 7 The central market of Pyatigorsk
- No. 8 & 10 The municipal gardens of Pyatigorsk
- No. 9 A space in which the Church of St. Nicholas used to be. Since the church was destroyed, this space has remained vacant and unused.
- No. 11 Street-car barn
- No. 12 The city power plant on Vlassova Street
- No. 13 Mineral baths
- No. 14 A small park
- No. 15 The offices of the MGB, a 3-story stone building
- No. 16 Militia offices occupy all but the first floor of the building; the Aliens' Offices occupy the first floor.
- No. 17 Mineral baths
- No. 18 City cinemas
- No. 19 City and district prison
- No. 20 Municipal slaughter-house
- No. 21 Monument of Pastukov on Mt. Mashuk
- No. 22 Warm mineral baths

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## CENTRAL INTELLIGENCE AGENCY

- 2 -

- No. 23 A stairway leading to the baths
- No. 24 Mineral baths
- No. 25 City Hall
- No. 26 The central offices of the Shveinik Factory
- No. 27 Patkalnaya Street
- No. 28 Yarmaretsnaya Street
- No. 29 Zagretsnnaya Street
- No. 30 Senaya Street
- No. 31 Yessentukskaya Street
- No. 32 Syantovaya Street (Santovaya?)
- No. 33 Universitetskaya Street
- No. 34 Oktyabrskaya Street
- No. 35 Sovetskaya Street
- No. 36 Vlassova Street
- No. 37 Krasnaya Street
- No. 38 Tsatralnaya Street (Tsentralnaya?)
- No. 39 Tiplasernaya Street
- No. 40 Krasnaya Armoiskaya Street
- No. 41 Puatsitzi Street
- No. 42 Krainaya Street
- No. 43 Lermontovskaya Street
- No. 44 Goglevskaya Street
- No. 45 Dzerzhinskaya Street
- No. 46 Kraineva Street
- No. 47 Kalininskaya Street
- No. 48 Budennovskaya Street
- No. 49 A steel road-bridge for two-way traffic; approximately 30 meters long and 6 meters above water level. It is supported on two concrete abutments and one concrete pier. The surface is paved with asphalt. The old bridge was destroyed during the retreat of the Germans, and the new steel bridge was erected in 1947. (See Attachment B, Sketch 1.)
- No. 50 Patkumak river; is not used by the city of Pyatigorsk.
- No. 51 Uninhabited area
- No. 52 Hilly bare area
- No. 53 A residential house
- No. 54 A small shoe factory called Obuvshchik.
- No. 55 Over-coat factory, a section of the Shveinik factory. About 50 people work in this one. The over-coat fabrics are received from the central warehouse of the factory on 18 Santovaya (Syantovaya?) Street, from the shirt section of the same factory (see No. 62 on Attachment A). The monthly budget for operating the factory runs up to 60,000 rubles. This figure was obtained from the main office of the factory and includes payments for skilled labor.
- No. 56 State-owned studio for painters.
- No. 57 Cleaning plant, a section of the Shveinik factory. There are about 10 persons working in this plant, which is designated No. 1 Cleaning Shop.
- No. 58 Same as No. 57, but is designated as No. 3 Cleaning Shop; 6-7 persons work in it. It does not have special machinery.
- No. 59 A 2-story building used as No. 1 City Polyclinic. Medical examinations are made only in the polyclinic, which is equipped with all necessary scientific equipment, such as X-ray machines. The clinic does not furnish quarters for hospitalizing people. It treats only minor injuries and does minor surgery. It has civilian doctors of every speciality. All examinations and therapies are free of charge. A person is examined upon presentation of his identity card. No distinctions are made between Soviets and foreigners. [redacted]  
[redacted] Volkov, a physician, and Kerpichkaya, a children's doctor.

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CENTRAL INTELLIGENCE AGENCY

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- 3 -

b. Karpichkaya, child-specialist, also worked in No. 1 Polyclinic of Pyatigorsk

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No. 59<sup>1</sup> Red Cross Hospital. It has all departments and is the largest hospital of the city.

Treatment is offered free of charge.

No. 59<sup>2</sup> No. 2 Polyclinic for contagious diseases. Most of these hospitalized are children suffering from diphtheria and scarlet fever.

No. 60 Another cleaning plant, a section of Shveinik factory. Approximately 8 persons work here. It is designated No. 4 Cleaning Shop.

No. 61 Another cleaning plant, also a section of Shveinik factory. Approximately 10 persons work in it. It is designated No. 1 (sic).

No. 62 A linen factory at 13 Santovaya Street, a section of the Shveinik factory.

a. Following is an explanation of Attachment B, sketch 2: Linen factory.

- 1) Factory yard
- 2) Workshop, sewing machines (old Singer type and Soshvoi, Soviet made) 20 in all, electric-powered by the city power plant (No. 12).
- 3) Cutting room
- 4) Factory warehouse and central warehouse of all the Shveinik factory sections. The fabrics are received from this warehouse. After they have been sewed, they are returned to it.

b. Factory personnel include the following:

- 1) Antonina Chvetkova, manager of Section No. 2. She belongs to the KOMSOMOL, but is a Party member by necessity.

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- 2) Ignatius Stakhrov, manager of the Cutting Section (No. 3). He is a cutting expert but does not belong to the Party.

- 3) Artem Siviyeu, manager of No. 4 warehouse. He belongs to the Communist Party of Pyatigorsk.

No. 63 The old building of NKVD, which was burnt during the withdrawal of the Germans. Reconstruction of this building started in 1947; it is to be a 4-story stone building. In September 1948, it was half-built.

No. 64 Shveinik textile factory. This is a 1-story stone building.

Following is an explanation of Attachment B, sketch 3: Shveinik Textile Factory:

- 1) Yard
- 2) Small houses in which civilians live.
- 3) Storage room for the above houses.
- 4) Entrance
- 5) Factory warehouse

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CENTRAL INTELLIGENCE AGENCY

- 4 -

- 6) Weaving mills of the factory. Five women work here. The yarn is brought here from three factories in the vicinity of Baku. The silk yarns are sent by rail directly to the factory. This section has the necessary electric machinery to wind the yarn on the spools.
- 7) The textiles section. It has 10 wooden hand looms in all. There are ten weavers (female) and each has an apprentice (girl). Each weaver turns out 6-7 meters of fabric per 8-hour work day.

No. 65 Hat factory, a section of Shveinik factory. Four persons work here.

No. 66 State (Municipal) Hotel No. 1 of Pyatigorsk. It is the only hotel in the city, a 2-story stone building. Any civilian may stay here at a rate of 7 rubles a day for a bed.

No. 67 Barracks which have been used for years by the armored car corps. They are enclosed by a wall approximately 5 meters high.

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[redacted] Beshtau (No. 78) and at the area No. 80.

No. 68 The city cemetery - about 50 meters away from the barracks.

No. 69 A residence at 12 Zagretsnaya Street.

No. 70 Posëlok Svobodni (Settlement)

No. 71 Goryachevotski Settlement

No. 72 A small wooden bridge destroyed by the Germans during their withdrawal.

No. 73 Extension of the public road No. 79 which comes from Mineralnye Vody and leads to Malchik and Grozny.

No. 74 Infantry barracks. Regimental HQ.

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No. 75 Agricultural area

No. 76 The park of the Lermontov Duel. There is a statue of Lermontov here, and this place is frequented in summer.

No. 77 Lermontov railroad station

No. 78 Beshtau Mountain

No. 79 Public road

No. 80 Drill ground for armored units from Barracks No. 67.

No. 81 Belaya Ramashka Settlement.

No. 82 Garapost Settlement

No. 83 Krasnaya Svoboda Settlement

No. 84 City Park

No. 85 Sanatorium

No. 86 City Railroad Station warehouses

No. 87 Gorkova Street

No. 88 Kachura Street

No. 89 Antziyevskaya Street

#### Industries

#### 2. Shveinik Textile Factory in Pyatigorsk - August 1948

The Shveinik factory is a cooperative consisting of main offices and nine other sections. It is a textile factory and is administered by the offices of Stavropol Krai, i.e., the Shveinik Artel is subordinate to the Soyuz of Stavropol (See Attachment D).

3. Raw materials are received from the central warehouses of the Soyuz which are on 33 Stalin Street in Stavropol. The raw materials are as follows:

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CENTRAL INTELLIGENCE AGENCY

- 5 -

- a. Cotton Fabrics: The Shveinik is in a position to turn out up to 30,000 meters of cotton fabric per month; but, since the central warehouses of the Soyuz are always short, it receives a much smaller amount of raw material and produces at most 5,000 meters monthly.
- b. Woolen Fabrics: The capacity of the factory is 500 meters a month, but it actually produces an average of 200-300 meters every three months.
- c. Silk Fabrics: The capacity of the factory is 1,000 meters per month, but its output in one year is actually less than 3,000 meters because of a lack of raw materials. In addition, the factory receives yarns for weaving silk; its capacity in this department is 60 meters of fabric per day, and this is actually produced.
- d. Sewing Threads are regularly supplied and no shortage of this article was observed.
4. There is an 8-hour work day at the factory. Salaries are set in accordance with the ability (output) of each worker and have the following range:
- a. for linens - between 150 and 300 rubles monthly
- b. for sewing of overcoats - between 300 and 500 rubles monthly
- c. for silk fabrics - between 500 and 600 rubles monthly
- d. In the cleaning shops the salaries range from 300 to 400 rubles monthly.
5. Approximately 200 persons are employed in the Shveinik factory, 6 per cent of whom are foreign subjects. About 15 employees are members of the KOMSOMOL. Some of the names of Communist Party members are as follows:
- a. Mitchel (fnu), of Armenian extraction, assistant secretary of the Party in the factory.
- b. Brazovski, of Jewish extraction, manager of the overcoat section.
- c. Anna Dergachova, manager of the silk factory and chief warehouse clerk of No. 5 warehouse.
- d. Vasili Levinov, general manager of the Shveinik factory.
- e. Artem Parsegov, Armenian extraction, a tailor, working in the overcoat section.
- 25X1 6. The meetings of the Party take place often [redacted]
- 25X1 [redacted] in one
- 25X1 of the sessions of the KOMSOMOL the following statement had been
- 25X1 made: "Before long we will evacuate from the Caucasus those who
- 25X1 are not Communists. First of all, we will send to exile those
- 25X1 who followed the Germans during their retreat.
- 25X1 Secondly, we will send to exile the families of those who are kept
- 25X1 in forced labor camps for political reasons, and thirdly, those
- 25X1 who collaborated with the Germans." [redacted]
- [redacted]

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CENTRAL INTELLIGENCE AGENCY

- 6 -

7. The main offices are located on the corner of Senaya & Kraineva Streets. The building has two floors. Only the first floor is occupied by the offices; on the second floor are living quarters. The arrangement of the offices is as follows (see Attachment C, sketch 1):

- No. 1 Estimates Section (Palna Vik)- Helen Kazantseva, Section Chief. This section determines the division of labor of the factory, the selling price, and the laborer's wages.
- No. 2 Accounting Section: Vera Kuzpitsova, Section Chief
- No. 3 Cashier's office
- No. 4 The office of Kuzpitsova's assistant, whose name is Yevdokiya Glatkaya (father's name Nikolai).
- No. 5 Paymaster's office: her name is Lydia
- No. 6 The General Manager's Office: his name is Dmitri Logvinov or Lovinov.
- No. 7 The Office of the General Manager's Assistant: Her name is Yevdokiya Varanchova. She belongs to MVD and was replaced (August 1948) by another woman because of her negligence and reluctance to cooperate. The woman who replaced Varanchova was secretary of the Party in the Shveinik factory. Such replacements of employees are often made by the MVD when the employees do not work satisfactorily in accordance with orders.
- No. 8 A wooden closet in which the files of the factory are kept.
- No. 9 A bench (seat)
- No. 10 Safe. The money remains in the safe during the day only; at 5 p.m., it is taken to the bank.
- No. 11 Entrance
- No. 12 Yard.

8. Following is a list of factory sections:

- a. Five cleaning shops: No. 57, 58, 60, 61 of Attachment A, and one which is in the settlement of Novo Pyatigorsk, located about 4 kilometers southwest of the city railroad station. A street-car track starting at the Pyatigorsk railroad station square leads to Novo Pyatigorsk.
- b. Underclothes factory: No. 62 on Attachment A
- c. Overcoat factory: No. 55 on Attachment A
- d. Silk fabric factory: No. 64 on Attachment A
- e. Hat factory: No. 65 on Attachment A.

9. The formal administration of the factory is as follows: as an artel, it is under the Soyuz of Textiles and Sewing Factories. Artel means union and usually includes various sections of an industry, such as hat making, cleaning shops, and textile factories. Two artels can not be in one city at the same time. Each artel is subordinate to the sovuz of its industry. For example, the Shveinik is subordinate to the Soyuz of Textile Factories. Each sovuz is subordinate to a higher sub-division called in Russian Krayevoye Promyshlennoye Tekhnicheskoye Snabzheniye (Krai Industrial Technical Supply). This last sub-division is directly subordinate to Moscow or, rather, to the factories that are located in the Moscow area. In the Table of Organization (Attachment D) Pyatigorsk and Stavropol Krai are used as examples of the administration of artels.

10. The Promsoyuz Stavropol received raw materials four times yearly from the factories of the Moscow area: Ivanovo, Vladimir, Noginsk, and especially from various warehouses in Moscow itself. They chiefly received fabrics from the factories of Vladimir Oblast and cotton yarns from Ivanovo Oblast and Moscow Oblast to which Noginsk belongs.

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CENTRAL INTELLIGENCE AGENCY

- 7 -

11. Woolen Mill, Ivanov Nagina, at Vichuga - April 1948

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In order to go to this factory she went to the central offices of the factory which are in the city of Ivanovo. As soon as she appeared before the manager, she showed him her credentials and received a note from him for the chief warehouse clerk of the factory. She then went to pick up the yarns for which she had come. She received 5 tons of no. 14, 28, 34, 54 cotton yarns.

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12. [ ] this factory also makes the following numbers: 5, 7, 12, 14, 16, 24, 28, 34, 54, 60 (the smaller the numbers, the thicker the yarns). The yarns made in this factory are wound on wooden spools about 15 cm. long. Those that are thicker are wound on paper spools. As a general rule, however, when the yarns received are to be carried far from the factory, they are wound on paper spools; and when they are to be sent to the factories of neighboring oblasts, they are wound on wooden spools.

13. The village of Vichuga is about 60 kilometers north of Ivanovo and east of the railroad track, the terminal of which is in the city of Kostroma. The factory is a 4-story building built of sun-dried bricks. Right next to the factory and outside its fence are the offices of the factory, located in a 2-story sun-dried brick building. The following is an explanation of Attachment C, sketch 2:

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- No. 1 The offices of the factory
- No. 2 The main factory building
- No. 3 A factory warehouse on the 1st floor, from which [ ] received the yarns and loaded them on a box-car.
- No. 4 Entrance where a check is made on those entering the premises of the factory.
- No. 5 Factory gates
- No. 6 Main entrance of factory
- No. 7 Shelter, where the cottons brought by rail to the factory for processing are kept.
- No. 8 Factory fence (wall-type) approximately 2 meters high
- No. 9 A railroad track going to the station of Vichuga.

14. Textile factory of Vladimir - Autumn 1947

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The central offices are in the city of Vladimir, while the factory is in the forest about 25 kilometers west of the railroad station of Novki (see Attachment E, sketch 1).

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[ ] A country road going through 3 small villages leads from the railroad station of Novki to the factory. The factory is built at the western end of the forest, where a cultivated plateau begins and extends westward for four or five kilometers. Beyond the plateau are more woods.

15. See Attachment E, sketch 2 for the lay-out of the factory.

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- No. 1 and 1' Two separate plants of the textile factory.
- No. 2 Factory chimneys made of steel
- No. 3 Warehouse from which informant received 20,000 meters of fabric on two separate occasions.
- No. 4 A shed, which is used as a warehouse for yarns and cotton.
- No. 5 Factory offices
- No. 6 A wooden fence
- No. 7 Yard entrance
- No. 8 Wooden fence around the factory.

[ ] No. 1' factory was not in operation. [ ]  
[ ] the reason was a shortage of cotton.

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CENTRAL INTELLIGENCE AGENCY

- 8 -

The factory has electric power. The current is produced locally by a power plant, the exact position of which is unknown.

16. Weaving Mill at Noginsk - December 1947

A weaving mill is located near the square of the city of Noginsk. This factory is called Glukhovski Kombinat. It appears to have many sections, because informant received 5 tons of yarns, which she had loaded on a box-car, from the 34th section of the factory. The factory has many buildings which occupy the area of a whole settlement.

Transportation Systems

17. Pyatigorsk

The following street car lines are in the city of Pyatigorsk:

- a. Along Sovetskaya Street
- b. Along Tiplasernaya Street to the slaughterhouse.
- c. From the railroad station square to the settlement of Novo Pyatigorsk.

18. The construction and condition of the street system is as follows (refer to Attachment A):

No. 35, 32, 31, 47, 36 streets are paved with asphalt. No. 34, 33, 30, 27, 28, 29, 87, 88, 48, 45, 46, 39, 37, 40, 41, 42, 43, 44, roads are paved with stones and are in excellent condition. All roads have sidewalks of asphalt or cement. The width of all roads averages from 8-15 meters (including the sidewalks).

Roads and Bridges

19. Section of Pyatigorsk-Nalchik road - 1948. Length of road 60-65 kilometers. This road before the war was paved with asphalt, but during the war it was destroyed. Reconstruction started in 1946 from the Pyatigorsk area. This road begins at Mineralnye Vody and ends at Nalchik. The reconstruction of the road in 1946 was commenced by German prisoners-of-war, who in 1948 were gradually withdrawn to an unknown destination. The road follows its old cut with slight changes which consist mostly of widening the road. The foundation of the old road was of stones, which were removed and replaced by gravel; the road was then paved with asphalt. The total width of the road is approximately 6 meters (two and three lanes). Both sides of the road have a row of trees on a space about 2 meters wide. The sidewalks on both sides have a width of about 2 meters each and are asphalt.

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20. When [ ] driving over the road in the fall of 1948, it was under repair. The bridges were old. There is a large bridge over the Baksan river and a hydroelectric plant in the vicinity of this bridge called Baksanstroi. This hydroelectric plant supplies electricity to the cities of Nalchik, Kislovodsk, Pyatigorsk, Mineralnye Vody, and it powers the electric railroad which connects Mineralnye Vody with Kislovodsk.
21. Section of the Pyatigorsk-Cherkessk-Stavropol Road - Beginning of 1948. The total length of this road is 200 kilometers. It is an old highway which in some places is paved with gravel and in others is a dirt road. During the winter months, it cannot be traversed by vehicles. The section from Pyatigorsk to Cherkessk is a dirt road; from Cherkessk to Nevinnomysskaya it is solid earth (yellowish, like gravel); from Nevinnomysskaya to Stavropol gravel, solid. The road is ascending all the way with bends chiefly from the village of Burauki to Stavropol. The road has two lanes without sidewalks. There are two bridges over the Kuban river and two bridges over the canal which is under construction.

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CENTRAL INTELLIGENCE AGENCY

- 9 -

22. See Attachment F, sketch 1 for a sketch of the Pyatigorsk-Cherkessk-Nevinnomysskaya-Stavropol Road.

- No. 1 The city of Cherkessk
- No. 2 The city of Nevinnomysskaya
- No. 3 The city of Stavropol
- No. 4 The railroad track
- No. 5 Kuban river
- No. 6 Wooden bridge on the northern edge of the city of Cherkessk. It is quite long and is a two-way bridge. The surface of the bridge is made of planks.
- No. 7 A wooden one-way road bridge. The surface of it is planks. Armed guards are posted at the entrances of all bridges. Right next to this bridge (no. 7), a new steel bridge was being erected in 1946-1947, on which Soviet civilians were working. It is a suspension bridge. The middle abutments are of steel. The structure of the bridge was completed in the beginning of 1948. It is being erected at a greater height than the wooden one (approximately 2-4 meters). Attachment F, sketch 2.
- No. 8 A wooden bridge over the canal called Nevinnomysski Canal. The canal is being constructed by Soviet civilians. It is approximately 10 meters wide and its construction has reached the stage of excavation. It is to be used for irrigation purposes to supply water to areas that do not have such from the Kuban river. This bridge is located about 8 kilometers north of the city of Nevinnomysskaya.
- No. 9 Another wooden bridge under construction over canal (probably the same one). The work on the canal is in the same stage as the one in no. 8. The purpose of its construction is the same. The bridge is located about 8-10 kilometers north of bridge no. 8.
- No. 10 The village of Bursukovskaya called otherwise Bursuki; it is about 20 kilometers north of the city of Nevinnomysskaya.
- No. 11 The city of Pyatigorsk.

23. Railroads

Informant states that she made 4 trips to Moscow by rail on behalf of Shvefink factory. She went by the following route: Mineralnye Vody, Rostov, Kharkov, Kursk, Orel, Tula, Moscow. The full length of this route has double tracks. The distance (approximately 1700-1800 kilometers) between Mineralnye Vody and Moscow is covered in 52-55 hours.

24. The Railroad Station of Mineralnye Vody (called Glavnaya Liniya) (sic)  
This is a large central station. Four to five trains leave here daily for Moscow. The price of the ticket ranges from 170 to 339 rubles. For example, one pays 339 rubles on the express, 215 rubles on the fast train, and 170 on the passenger train. Besides these, there is one called Lux (sic), which is an excursion train and is usually in operation in the spring. The locomotives burn coal. This railroad station is the most central of Stavropol Krai. It is the starting point of trains going eastward to Baku and westward to Moscow. The most important commodities are loaded here for the interior of the USSR, such as wheat, which is stored at the railroad station of Suvorovskaya, which is 25-30 kilometers west of Mineralnye Vody. Here in Suvorovskaya is the grain elevator where the wheat of this area is collected and stored before shipment. The railroad station of Mineralnye Vody has heavy traffic; it always receives goods coming from the north destined for delivery to Stavropol Krai and Baku.

25. Following is an explanation of Attachment G:

- No. 1 The station square, which is paved with asphalt.
- No. 2 The railroad station building. It has two floors and is built of bricks. The offices of the station are on the 2nd floor. On the first floor one will find the following:

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CENTRAL INTELLIGENCE AGENCY

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- No. 3 The station restaurant
- No. 4 The kitchen
- No. 5 A corridor leading to a stairway leading to the 2nd floor.
- No. 6 The post office and telegraph office of the station, equipped with wireless sets and telegraph apparatus.
- No. 7 Station snack bar
- No. 8 Entrance for passengers
- No. 9 Exit from the station
- No. 10 Exits for the passengers towards the city.
- No. 11 Iron fence about 1.50 meter high
- No. 12 Board fence
- No. 13 Ticket offices
- No. 14 A small square where marketing is done.
- No. 15 A settlement inhabited mainly by railroad employees.
- No. 16 A small park
- No. 17 Ticket office for electric trains to Pyatigorsk: a one-way track (no. 21.)
- No. 18 Station for electric train which connects Mineralnye Vody with Pyatigorsk. The station is a shed; its frame is of steel and it is roofed with iron sheets.
- No. 19 A small asphalt-paved road
- No. 19' The same road continued with stone
- No. 20 A park
- No. 21 A one-way electric track 24 kilometers long.
- No. 22 Zmeika railroad station about 7 kilometers away from railroad station no. 18.
- No. 23 A mountain called Zmeika. Nothing grows on it; it has many quarries.
- No. 24 Beshtau railroad station about 14-15 kilometers away from Pyatigorsk.
- No. 25 Innkentsova railroad station about 8 kilometers away from Pyatigorsk.
- No. 26 Beshtau Mountain
- No. 27 Lermontov railroad station (no. 77 of Attachment A).
- No. 28 Pyatigorsk city
- No. 29 Depru railroad station about 4 kilometers away from Mineralnye Vody railroad station (no. 35).
- No. 30 Double railroad line leading to Baku.
- No. 31 Car barns for no. 35
- No. 32 Railroad station warehouses (no. 35).
- No. 33 Double railroad line leading to Baku.
- No. 34 The area surrounding the city of Mineralnye Vody.
- No. 35 Approximately fifteen sidings of the railroad station of Mineralnye Vody.

Attachments:

- A. City Plan of Pyatigorsk
- B. Road Bridge in Pyatigorsk, Linen Factory, Shveinik Textile Factory
- C. Main Offices of the Shveinik Factory, Factory North of Ivanovo
- D. Table of Organization of the Administration of Industrial Cooperatives
- E. Vladimir Textile Factory
- F. Pyatigorsk-Chorkessk-Novinnomysskaya-Stavropol Road, New Steel Bridge
- G. Railroad Station of Mineralnye Vody

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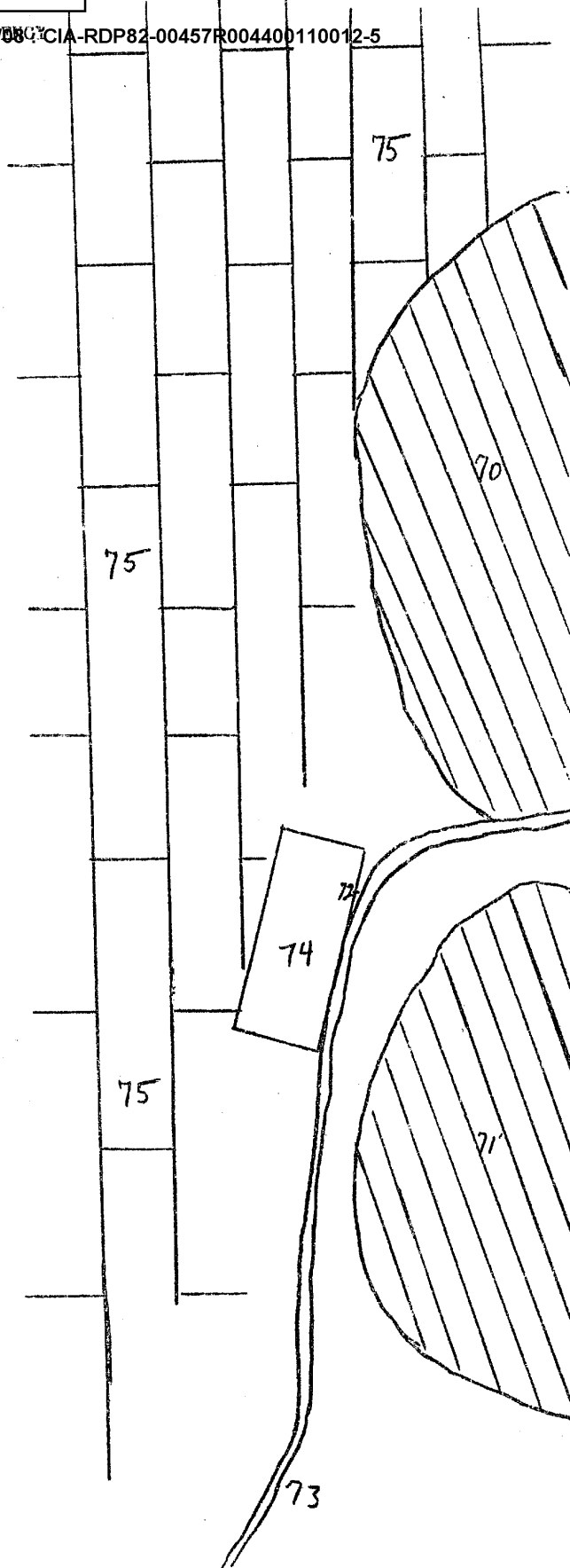
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Attachment A  
Sheet 1

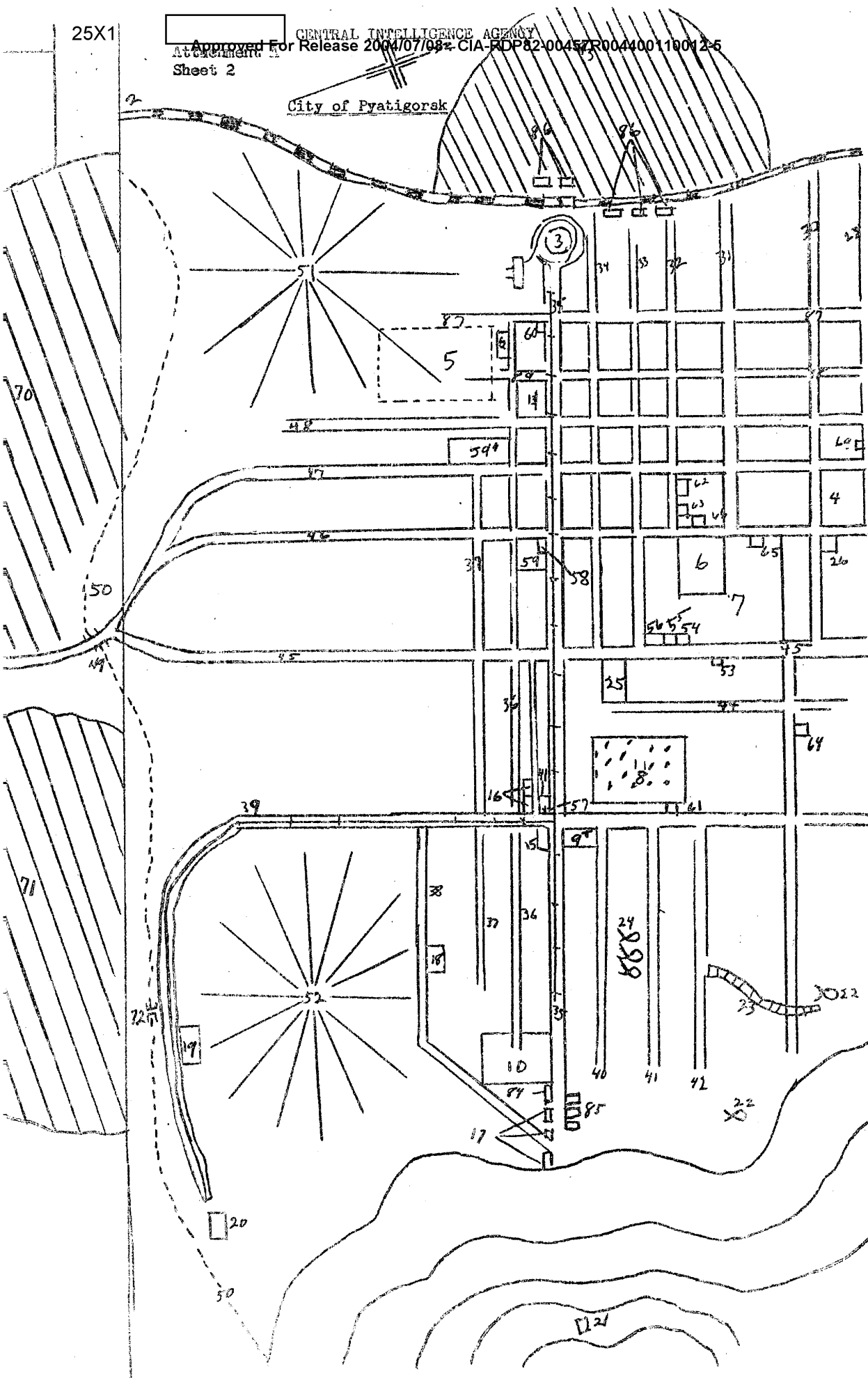
City Plan of Pyatigorsk



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City of Pyatigorsk



SECRET

25X1

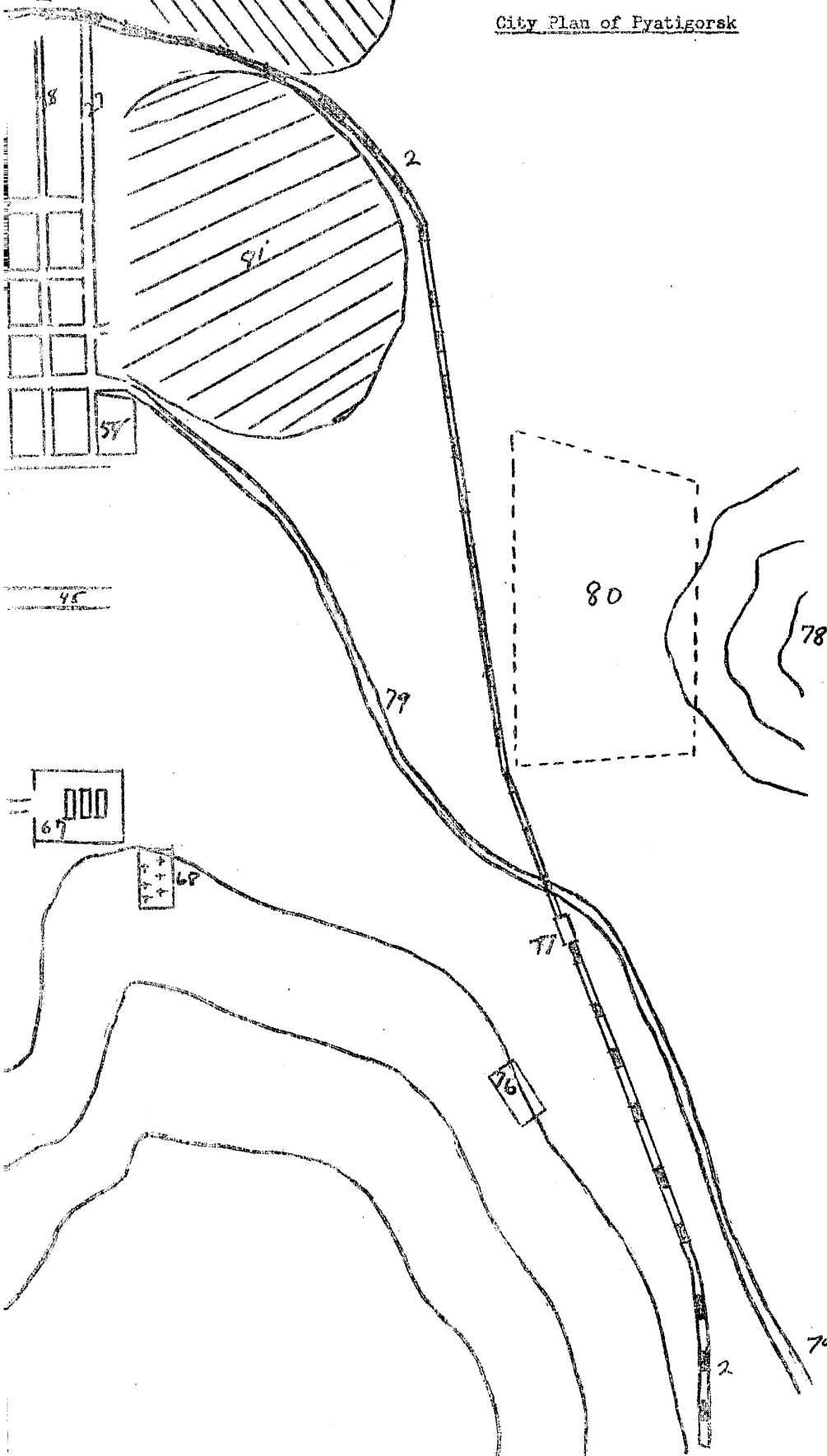
Approved For Release 2004/07/08 : CIA-RDP82-00457R004400110012-5

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Attachment A  
Sheet 3

City Plan of Pyatigorsk



25X1

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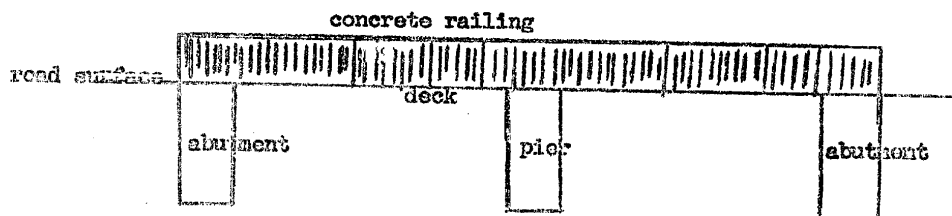
CENTRAL INTELLIGENCE AGENCY

25X1

Attachment B

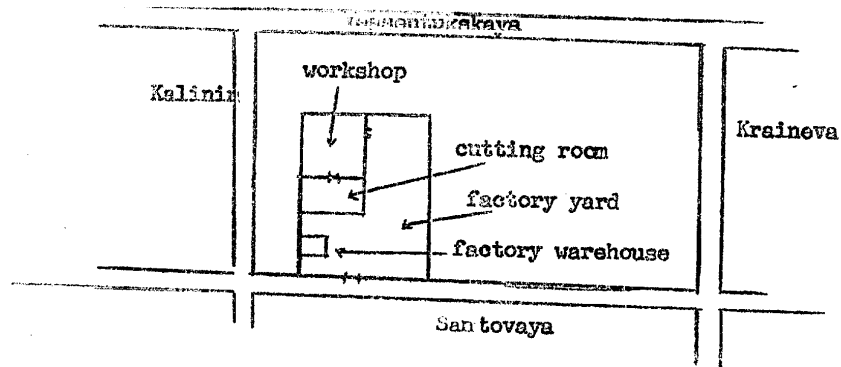
Sketch 1

Road Bridge in Pyatigorsk



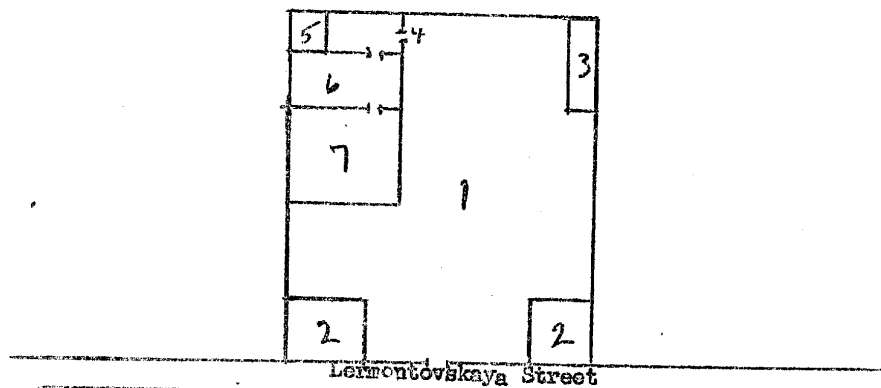
Sketch 2

Linon Factory at 18 Santovaya Street



Sketch 3

Shveirnik Textile Factory



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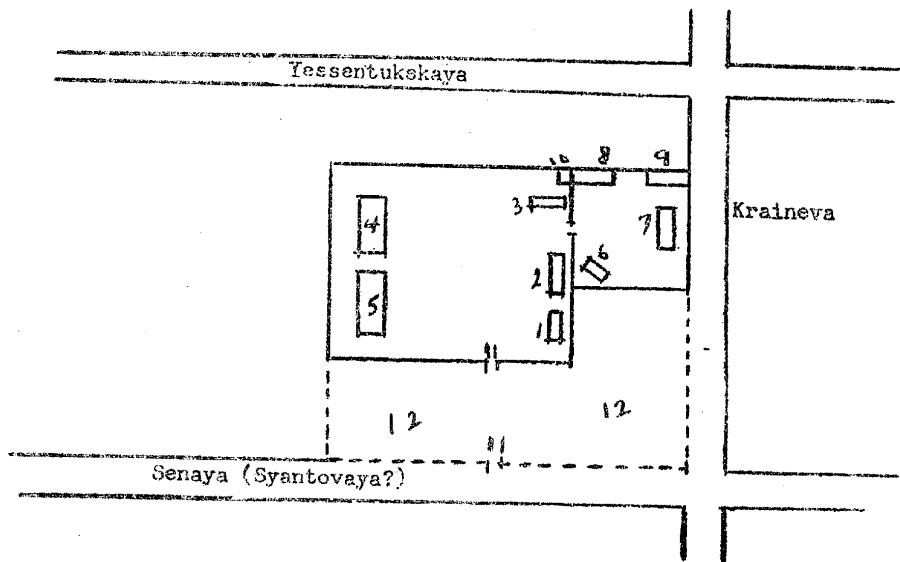
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Attachment C

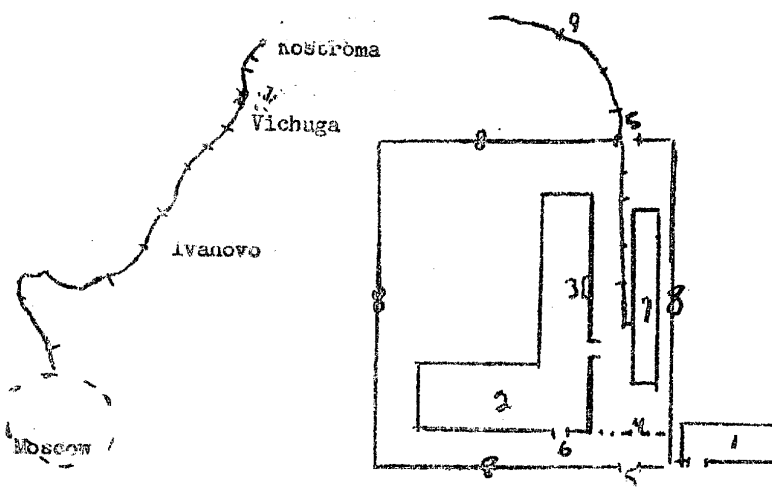
Sketch 1

Main offices of the Shveinik Factory



Sketch 2

Factory North of Ivanovo



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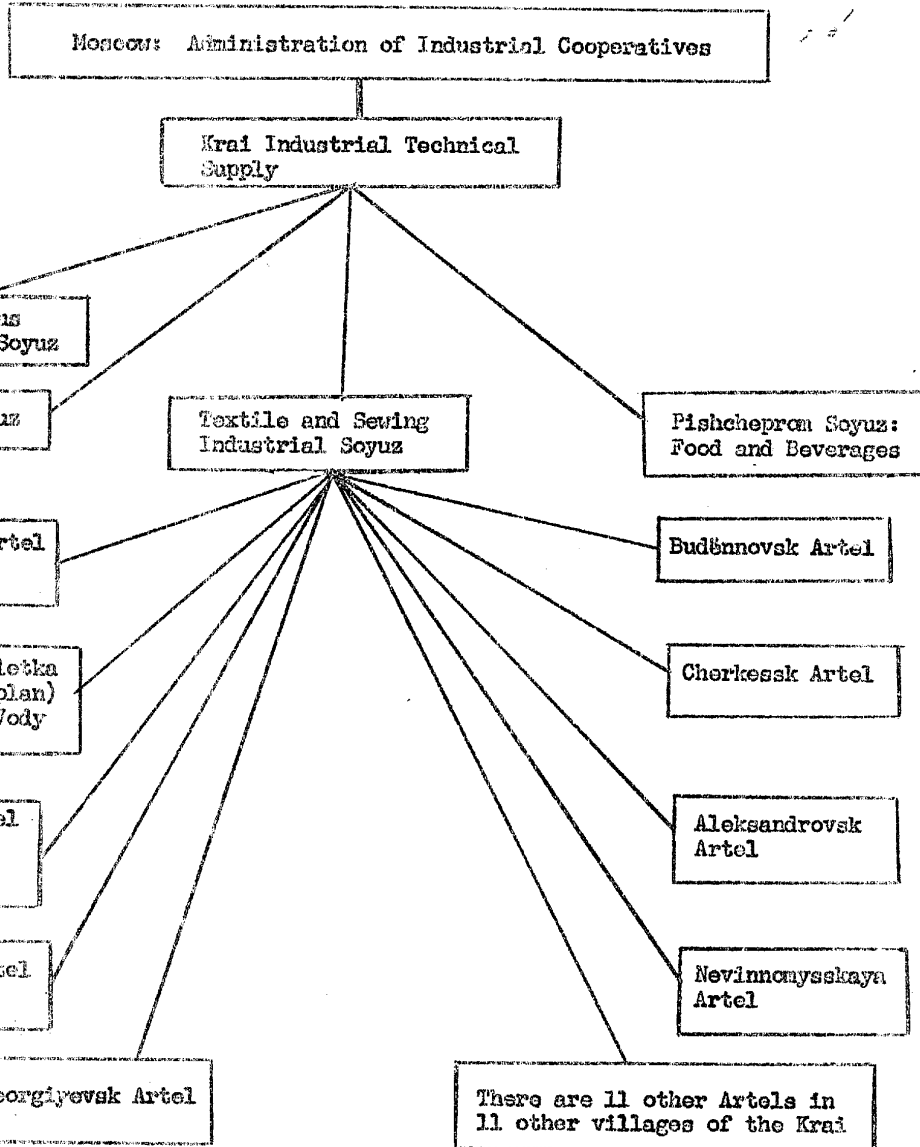
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Attachment D



25X1

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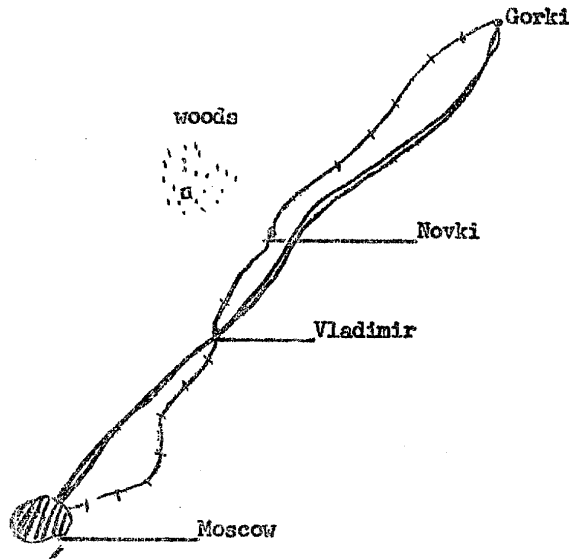
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Attachment E

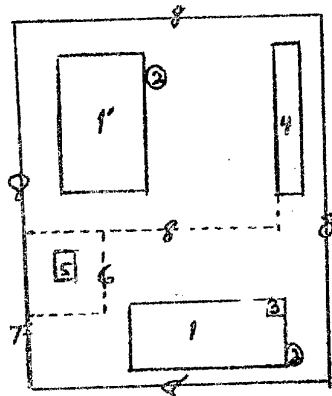
Sketch 1

Location of Vladimir Textile Factory



Sketch 2

Vladimir Textile Factory



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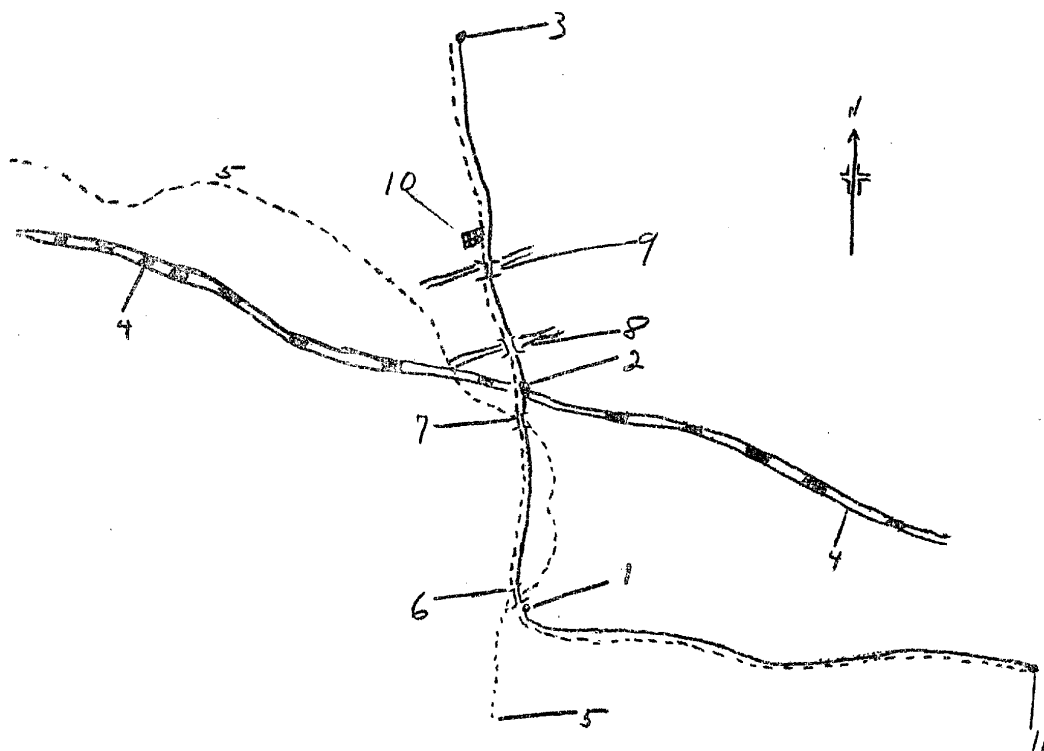
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Attachment F

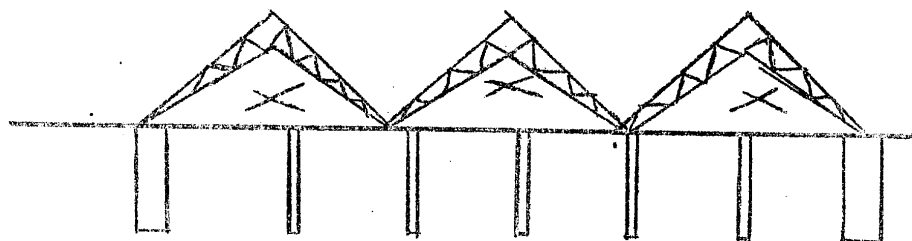
Sketch 1

Roads: Pyatigorsk-Cherkessk-  
Novinnomysskaya-Stavropol



Sketch 2

New Steel Bridge



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A Sketch of the Railroad Station of Mineralnye Vody